



Part 161 Study for Los Angeles International Airport

Los Angeles World Airports

**LAX Part 161 Application for a
Proposed Noise Rule**

November 2012

What is a Part 161 Study?

- **Title 14, Part 161 of the Code of Federal Regulations specifies procedures that an airport must follow to implement a noise or access restriction affecting most types of civilian jets**
- **Part 161 requirements include:**
 - **Analysis of the benefits and costs of the proposed rule**
 - **Examination of alternatives**
 - **Public notification and opportunity for public comment**
 - **Establishment of a public docket**
- **FAA must approve the study and restriction before implementation**

What is a Part 161 Application?

In simple terms, it addresses six “statutory conditions” required for FAA approval:

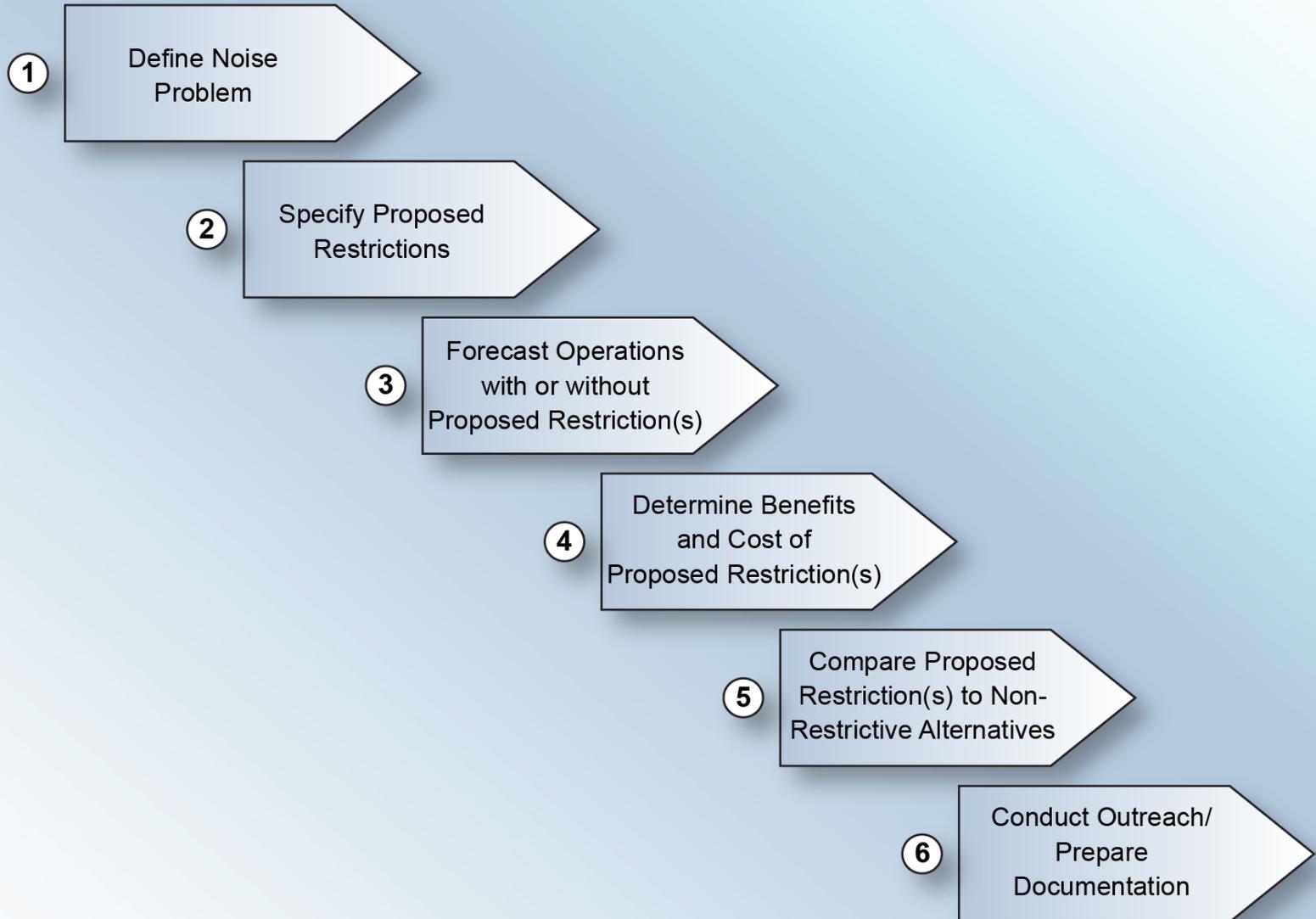
- **Is reasonable, nonarbitrary and nondiscriminatory**
- **Will not create an unreasonable burden on interstate or foreign commerce**
- **Will maintain safe and efficient use of navigable airspace**
- **Will not conflict with any existing federal statute or regulation**
- **Does not create an unreasonable burden on the national aviation system**
- **Was the subject of adequate public notice and opportunity for public comment**

Why is LAWA completing a Part 161 Study for LAX?

To reduce the occurrence and frequency of awakenings for residents living near LAX by restricting non-conforming easterly departures between midnight and 6:30 a.m. when the airport is in Over-Ocean Operations or Westerly Operations

- **LAWA has committed to pursue this objective in several agreements and public initiatives:**
 - **LAX/Community Noise Roundtable Work Program, Item A2**
 - **Master Plan Mitigation Measure (MM-N-5)**
 - **Stipulated Settlement Agreement**
 - **Community Benefits Agreement (CBA)**

Part 161 Process



1 – Define Noise Problem

- **From midnight to 6:30 a.m., LAX typically operates in either:**
 - **Over-Ocean Operations**
 - Aircraft arrive and depart over the ocean
 - Requires calm winds of 10 knots or less
 - This is the preferred nighttime runway use
 - **Westerly Operations**
 - Aircraft arrive from the east and depart over the ocean
 - Occurs with steady winds from the west are above 10 knots
- **When wind is steady from the east, LAX operates in:**
 - **Easterly Operations**
 - Aircraft arrive over the ocean and depart to the east
 - *Easterly departures are only expected in these conditions*
 - **Occurs during Santa Ana winds or strong Pacific storms**

1 – Define Noise Problem

- During late night hours when the airport is in either Over-Ocean or Westerly Operations, the FAA must grant pilot requests to depart to the east, even when they:
 - Are contrary to the flow of the airport at the time
 - Result in aircraft departing over highly populated communities that expect these operations only during Santa Ana conditions or strong Pacific storms
 - Awaken and highly annoy thousands of residents, predominantly minority and/or low income
- Since LAWA began monitoring “non-conforming” operations during Over-Ocean or Westerly Operations (in September 2000), on average these easterly departures:
 - Have occurred on only 30 nights per year
 - Represent a total of 65 takeoffs per year

2 – Specify Proposed Restriction

Restrict easterly departures of aircraft, with certain exemptions, between the hours of midnight and 6:30 a.m. when the Airport is in Over-Ocean Operations, or when it remains in Westerly Operations

3 – Forecast Operations

- **Aircraft operations forecast was completed for two periods:**
 - **2013 – expected year of implementation and application submittal to the FAA**
 - **2018 – five years after the year of expected implementation**
- **Forecasts are consistent with FAA’s December 2011 Terminal Area Forecast (TAF) and received FAA approval**
- **Total aircraft operations are not expected to change with the implementation of the proposed restriction**
- **Operators are expected to:**
 - **Delay flight until unfavorable winds subside**
 - **Offload cargo and/or passengers to meet weight requirements**
 - **Accommodate restriction through flight planning**

4 – Determine Benefits and Costs

- Expected upper bound costs to the operators to offload payload (net present value (NPV) in 2013 dollars):

| Annual Growth in Cargo Rates | Period NPV is Calculated | Payload Reduction of 10,000 lbs. | Payload Reduction of 20,000 lbs. |
|------------------------------|--------------------------|----------------------------------|----------------------------------|
| No increase | 5 years | \$3,249,000 | \$9,591,000 |
| | 10 years | \$5,566,000 | \$16,430,000 |
| | 20 years | \$8,395,000 | \$24,782,000 |
| 3% Increase | 5 years | \$3,539,000 | \$10,448,000 |
| | 10 years | \$6,465,000 | \$19,084,000 |
| | 20 years | \$10,881,000 | \$32,122,000 |

Source: SH&E

- Estimates represent upper bound since some or all of the affected payloads will be transferred to other flights operated by the same carrier with no net loss in revenue
- No other costs are expected

4 – Determine Benefits and Costs

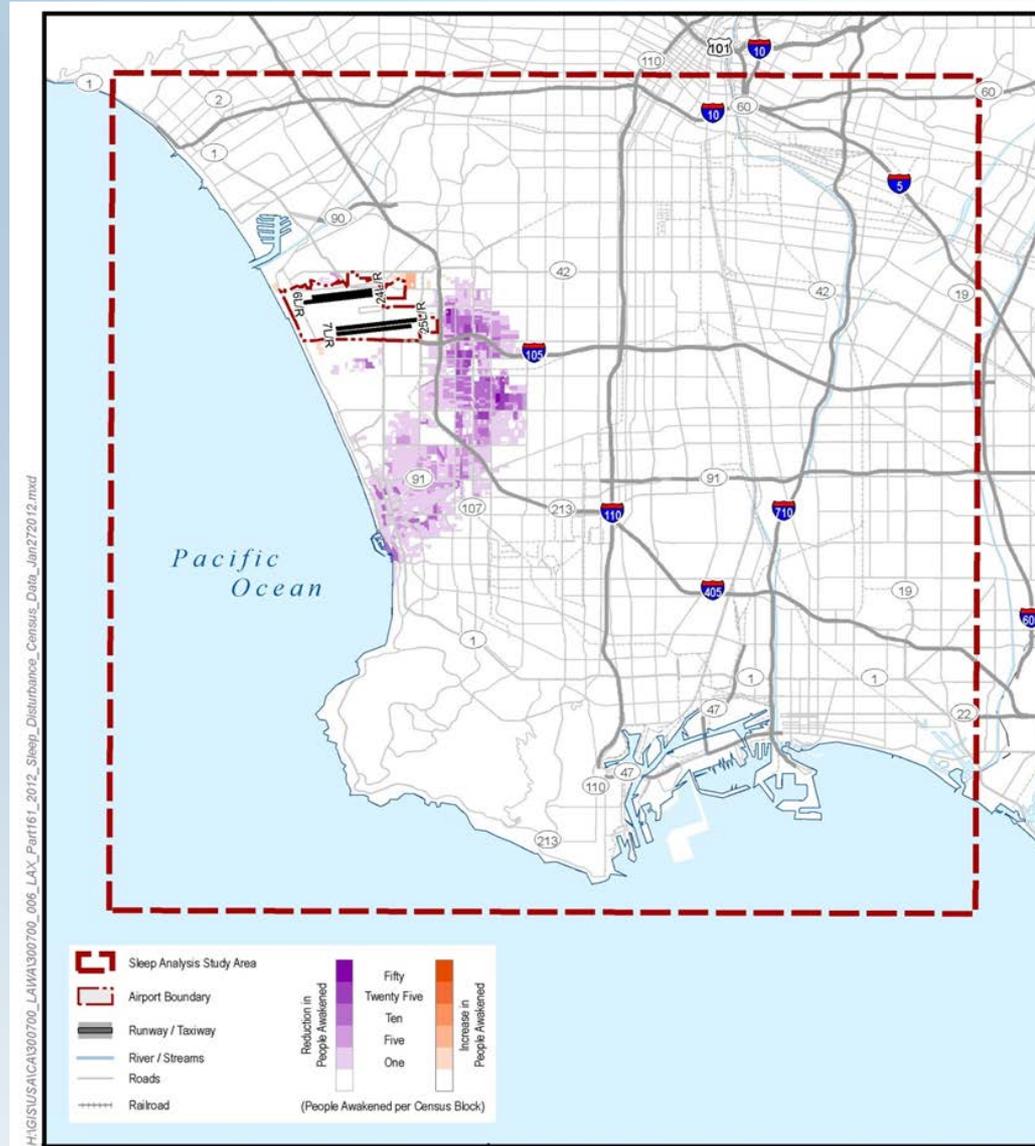
- **Estimated benefits include the following:**
 - **Aircraft operational efficiencies**
 - Estimated 219,000 lbs. of carbon dioxide emissions saved per year
 - \$500,000 in fuel costs over 20 years (in 2013 dollars)
 - **Environmental justice**
 - Without restriction, approximately 60% of awakenings are to minority or low-income residents
 - **Quality of life**
 - Fewer annual awakenings
 - Over 8,000 fewer awakenings on some nights

4 – Sleep Disturbance - Benefit

An example:

On January 27, 2012, seven non-conforming operations occurred during between midnight and 1 a.m.

If the restriction had been in place, it would have resulted in an estimated reduction of over 8,000 awakenings that night.



5 – Compare Restriction to Nonrestrictive Alternatives

- **The Board of Airport Commissioners (BOAC) has addressed easterly departures during late night hours in four formal resolutions since 1972**
- **The State of California Noise Variances, including the most recent effective February 2011, state that LAX is to:**
 - “...continue in full force ... and enforcement of” the noise abatement policies that includes the Over-Ocean Operations between midnight and 6:30 a.m.
- **LAWA monitors, identifies and contacts operators of each non-conforming operation, and requests a response**

5 – Compare Restriction to Nonrestrictive Alternatives

The City concludes that nonrestrictive mechanisms are insufficient and that a formal runway use restriction is the only feasible course of action to reduce non-conforming operations from awakening thousands of residents each night they occur.

6 – Conduct Outreach

- **LAX/Community Noise Roundtable briefings**
- **Los Angeles Area Advisory Committee briefing**
- **Public workshops:**
 - **South Los Angeles, Inglewood, Lennox – November 2006**
 - **Final workshop, Flight Path Center – November 2012**
- **Handouts on Noise Effects and FAQs**
- **Part 161 website: www.laxpart161.com**
- **Toll-free hotline: (866) 441-4664**
- **Spanish language translations of web site and handouts;
Spanish translators at study introduction public workshops**

6 – Prepare Documentation

- **Draft document available to the public November 2012**
- **45-day public review period to obtain public comments during November and December 2012**
- **Comment docket for public inspection established at the start of the public comment period**
 - **Will continue as long as LAWA pursues or enforces the restriction**

Analysis Results of the Proposed Restriction

- ✓ **Is reasonable, nonarbitrary and nondiscriminatory**
- ✓ **Will not create an unreasonable burden on interstate or foreign commerce**
- ✓ **Will maintain safe and efficient use of navigable airspace**
- ✓ **Will not conflict with existing federal statutes or regulations**
- ✓ **Does not create an unreasonable burden on the national aviation system**
- ✓ **Will be subject of adequate public notice and comment opportunities**

Next Steps

- **45-day public review period:**
 - November 1, 2012 through December 17, 2012
- **Public Workshop:**
 - November 13, 2012
- **LAWA submits Part 161 document to FAA:**
 - January 2013
- **FAA decision within 180 days of accepting the application**



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Thank You